

Intimation.

A. S. WATSON & CO., LIMITED.

MANUFACTURERS OF AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used. The Prices are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.C.B., D.C.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—
"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

During the Summer Months, all AERATED WATERS should be kept in a cool place, preferably in an Ice Chest or Refrigerator, until required for use. The Bottles should be stored with the necks downward so that the corks are covered by the water. This will prevent an escape of gas taking place and rendering the waters more or less flat.

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1851.

On the 2nd instant, at Sing pore the wife of

E. F. ERLIN, of London, S.W., the

wife of A. D. GUSH, of London, S.W., the

On the 3rd instant, at London, the wife of

A. J. BUCKLEY, of London, S.W., the

On the 4th instant, at London, the wife of

A. J. BUCKLEY, of London, S.W., the

On the 5th instant, at London, the wife of

A. J. BUCKLEY, of London, S.W., the

On the 6th instant, at London, the wife of

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On the 9th instant, at London, the wife of

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On the 10th instant, at London, the wife of

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On the 11th instant, at London, the wife of

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On the 12th instant, at London, the wife of

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On the 13th instant, at London, the wife of

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On the 14th instant, at London, the wife of

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On the 15th instant, at London, the wife of

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On the 16th instant, at London, the wife of

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On the 17th instant, at London, the wife of

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On the 18th instant, at London, the wife of

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On the 19th instant, at London, the wife of

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On the 20th instant, at London, the wife of

A. J. BUCKLEY, of London, S.W., the

On the 21st instant, at London, the wife of

A. J. BUCKLEY, of London, S.W., the

not blame the Imperial Maritime Customs for its present attitude to foreigners and foreign interests, but it becomes a question whether, in view of the change, they are entitled to such high consideration at the hands of foreigners. English Merchants and Traders especially, as was originally conceded to them, and whether they are to be looked upon now with any more consideration than if they were all subjects of China.

What business have the Imperial Maritime Customs officers, and offices in a British Colony? None. And if they have no business here why are they tolerated, and why are they to be permitted to claim not merely toleration but recognition and increased powers and privileges? These are the questions that "Ex Customs" set out to argue and if he will confine his letters to these questions and to the consideration of the practical bearings of these questions we will give him room. If his *non de plume* accurately describes him he ought to be in a position to give the public much useful information on the working of the Customs within the Colony. Will he do this?

REUTER'S MESSAGES.

THE PORTE AND THE POWERS.

LONDON, October 11th.

The reply of the Porte to the ultimatum is favourable.

THE FASHODA INCIDENT.

The *Temps* and the *Debate* have, to the present, been silent on the Fashoda incident. The language of the other papers is vague and general. It is believed an eventual settlement will be found in a delimitation of Anglo-French spheres in the Sudan.

WEATHER REPORT.

The Observatory report to-day says:—On the 12th at 10.45 a.m. A light breeze seems to be moving in a westerly direction, across N. Lozan. At 11.25 a.m. Pressure is still normal on the China coast, but inclined to give way. Gradual slight on the coast, steep with N. and N.E. gales in the N.E. part of the China Sea. FORECAST: N.E. and N.W. winds, probably freshening; fair.

TYPHOON WARNING.

Smoother Jose de Navarro, Spanish Consul at this port, communicates the following telegram at our disposal:—

"Manila 11th October 8.00 a.m. Typhoon announced on the 11th instant, now close to N.E. end of Luzon (some travel to W.N.W.)."

LOCAL AND GENERAL.

A RI WEEKLY (Samese) legal journal is expected to begin publication at Bangkok this month. It aims at publishing law reports and legal intelligence.

MR. Grist, solicitor, to-day applied for the case of the Japanese who was sent to gaol for four months for stealing \$200 to be reopened. Failing this, Mr. Grist asked for a mitigation of the sentence but this was also refused.

CAPTAIN W. M. LANG, who resigned his position as Commander-in-Chief of the Chinese Navy, in 1890, after forty years' service, has relinquished the command of H.M.S. *Cambridge*, gunnery ship at Devonport, on his retirement under the age limit.

LADY MARY STURGEON, who is now a hundred and thirty, and is still active, has taken Sir George Wombwell's house near Windsor. Lady Mary was at the coronation of George the Fourth, and was present at the recent garden-party at Buckingham Palace.

THIS seems a very fair specimen of a "bull" Sir Patrick O'Brien, M.P., on hearing the Royal event announced to Mr. Gladstone's Irish Church Bill. "Thank God, the bridge is at last broken down, that has so long separated the English and Irish people."

Tiger Band of the K. O. L. Regiment will play the following programme of music at Mount Austin Barracks this evening, commencing at 8 o'clock:—

Overture, "The Rose Tree" (Schubert)

Selections from "The Rose Tree" (Schubert)

Larghetto from "The Rose Tree" (Schubert)

Selections from "The Rose Tree" (Schubert)

Selections from "The Rose Tree" (Schubert)

Selections from "The Rose Tree" (Schubert)

Selections from "The Rose Tree" (Schubert)

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A TOKYO telegram of 4th instant states.—The Chinese Government Bonds in London have declined in consequence of the political changes in Peking. On the 12th ultimo, the bonds were quoted at 97½ but according to a telegram received in Yokohama to-day, the quotation now stands between 88½ and 89½.

We learn, says the *Yokohama Times* that Mr. McIvor is returning to Japan in order to thoroughly investigate the Doshisha affair, in order, it is a remedy for the American contributors to the fund is to be had, that such proceedings at law, or in equity as shall appear to be warranted by the facts of the case, may be instituted. There is not, of course, an Ecclesiastical Court in Japan, and it remains to be seen what action, if any, Mr. McIvor will recommend.

On the 4th of October, the projected torpedo ram cruiser *Kaiser Karl VI.* was launched at San Focco, near Trieste. This vessel is a product of exclusively native labour and material. With a displacement of 5,500 tons, a length of 367 ft. 6 in., and a breadth of 56 ft., capable of accommodating an exceptionally large supply of coal and having an estimated speed of 20 knots, this ship is considered one of the perfect specimens of her type. The armament consists of two torpedo-tubes and 30 quick-firing guns. The largest of these are two 9.4 in. Krupp guns, mounted in armoured turrets, and eight 5.9 in. guns.

DURING a recent stay at the Seychelles of H.M.S. *Editha*, a second-class cruiser of 5,600 tons, the flagship of Rear-Admiral Douglas, in command of the East India Squadron, an explosion occurred in one of the magazines beneath the ward-room, while the officers were at dinner. The first report was followed by numerous slight concussions; the shell-room was quickly flooded, and the danger was at an end. Subsequent inspection showed that three 12-pdr shells had exploded, but fortunately without doing any great damage to the room and without firing the other high-explosive shells near by. No explosion could be gleaned at the Court of Inquiry, and the only theory is that of spontaneous combustion.

At the Police Court to-day the master of the Norwegian steamer *Trym* was fined \$50 for going to sea without a proper clearance for the Harbour Master's charge which he admitted. He was further charged with neglecting to report the arrival of his ship at the Harbour Master's Office within 24 hours of his arrival. Inspector McIvor stated that the *Trym* arrived at 6 p.m. on the 5th and he boarded her at 6.30 on the following morning. The master did not report the ship at the Harbour Office. He had been here four or five times and had a copy of the Harbour regulations on board. The defendant said that the cargo, 1,400 tons of coal, was for Canton and he thought it was not necessary to report. He was fined \$50.

A CONTEMPORARY quoter, and has presumably translated, the following passage, referring to the Beresford mission from the semi-official *Correspondence* (Berlin): "It will be the duty of our representatives in Eastern Asia to direct the keenest attention to his steps and acts, so that our commerce there will be protected from a back stroke. Lord Charles Beresford, who naturally seeks only the advantage of England, for whom any progress in another nation is but a menace and even damage to the interests of Greater Britain, and who, in common with modern politicians in his country, sees in Germany a most dangerous rival in commerce and industry, is worthy of much attention on our side. It is hardly necessary to warn our merchants and their representatives in far Asia not to be too confident and too complacent."

It has transpired that Charles Newfield, who has been rescued by the British troops after eleven years' imprisonment and tort in the Khalifa's camp, is the husband of a Cheshire lady the daughter of a Northwich tradesman. Mrs. Newfield, a talented woman, is at present a nurse at Northwich Infirmary Hospital. A correspondent had an interview with her. She was brimming over with joy at the good news. She said Newfield, whom she married in Cairo in 1880, is the son of Dr. Otto Newfield of East Prussia. The early in 1887 he determined to trade, purchased a vessel, which he loaded with European merchandise, and set out for Khartoum. The vessel was captured, and the wife's heart was filled with despair at the continued absence of her husband. She entered the Greek Hospital as nurse. Her first reliable news was brought by the Austrian priest Father Oswald, who, escaping from the Khalifa's terrible hell, told how her husband had been captured, tortured, and had three narrow escapes from death. Five years ago Mrs. Newfield returned to England with her daughter.

AT the Magistrate's yesterday Sanitary Inspector Reids prosecuted yesterday Yau Tso, of No. 27 Wyndham Street for maintaining a cockloft on the first floor of No. 44 Hing Loo Street, on 3rd October. Mr. Britton appeared for the defence. The Inspector stated there was a distance of 8 ft. 8 in. below and 8 ft. 10 in. above the cockloft. It was approached by the common stair which led to the other floors of the house. The cockloft was divided into three compartments, and had a railing on the front portion. He had given instructions to the owner to remove the mezzanine floor, but the objection had not been removed. Mr. A. Danison, architect, was called on behalf of the defence to prove that the floor comprised of was not a mezzanine floor. The floor was divided into three rooms, one of which was lighted by two windows and the other two by one window each, these windows being altogether separate from the floor below. About twelve years ago the back part of the house had been re-constructed to form four storeys. The front part of the building was composed of two storeys, the so-called mezzanine floor extending half the distance across. Commander Hastings referred to Webster's Dictionary for a definition of the term "mezzanine floor," and found it to be a storey of small height introduced between two higher ones. When the case was brought on remand before the Magistrate to-day, Commander Hastings said he had visited the place. He could not convict defendant of the charge. The Sanitary Board could take action against defendant for maintaining a floor without permission from the Board. The defendant was, therefore, discharged.

MOST of the Japanese vernacular journals agree in pointing out that resumption of the regency by the Empress Dowager is China's domestic affair, and that the overthrow of Kang Ya-wel's party should not interfere with the efforts Japan is making to assist China. The *Kokumin* says the feeling of Japan towards China will remain unchanged by what has taken place. Japan cannot decline the work of inducing China to adopt civilization, and sees China only without being concerned with parties. The *Nichi Nichi* has an article couched in very similar terms, urging that Japan should direct close attention to what is going on in China. I hold that the fall of Kang Ya-wel is a mere incident in the struggle for reform, and does not imply that all hope for the Empire should be abandoned.

THE *Kokumin* asserts that the financial difficulties of the Japanese Government are becoming more and more pronounced. It is a great error to think, as the present Cabinet apparently does, that the country will remain quiet if landowners are allowed to escape any increase of taxation, while the sake brewers, patent medicine dealers and sugar merchants have to pay so much more. All the latter are organizing strong opposition to the increase of the burdens placed upon them. Nor will the inhabitants of cities remain inactive. Already steps are being taken to promote an agitation against the proposed excessive increase of the tax on land for residential purposes in cities, which is considered by merchants and manufacturers almost to amount to persecution.

CASSEL & CO.'S PUBLICATIONS.

The September numbers of Messrs. Cassel & Co's publications clearly show that the world-wide reputation of the first publishers in the literary world is not likely to be lessened but will steadily maintain its progress abreast of the times.

The *Saturday Journal* contains several exceedingly interesting papers on various subjects as well as five complete stories, well up to the average, and two serials by Huan Mei and A. O. Tibbe's "Four Chiefs of the Reserve," "Disclosures by a Common Informer," "Amazing tricks of smart performers," all are able and pleasantly dealt with, besides which the *Journal* contains its usual wealth of short stories, special papers on popular subjects, anecdotes and jottings of every description.

The *Quiver* for the month, apart from the invariable religious coloring which makes it the Sunday school infants' magazine par excellence, is brightened by many genuinely interesting stories, admirably illustrated. There is a very readable article on "Historical Pulpits" a thrilling serial "In the great peril," a story of the Indian Mutiny, and a sprinkling of general items, well selected as usual. There are also three complete stories in this number which appear to be about the ordinary level.

Work draws liberally in this issue on its apparently inexhaustible store of strictly practical information, valuable to all who use their hands, either to earn a living or to kill time pleasantly. Facilities in China are limited but here one may find reliable instructions for making graphs or for drawing office work; hints on household forbidding by a practical man with popular tastes and an eye to economy; decorative work for ladies on the most simple basis. This number also contains an excellent article on "Type, and how to set up" (illustrated) and a mass of other items which cannot fail to be of use to almost everybody.

Cassell's Magazine is another first class publication which has materially helped to bring Messrs. Cassel & Co. to its present unquestionable reputation, but as we have not received it for some time past we are unable to give a review of it.

ANOTHER POST OFFICE SCANDAL.

An unexpected and surprising discovery was made the other day when Mr. Konishi, the postmaster of Odawara, handed over his office to his successor. In a corner in one of the rooms was a pile of documents, and among them were some 1,400 undelivered letters. An enquiry followed, and the result, says an exchange, is that one of the clerks named Tsujikichi, has been placed under arrest. Accrual of the letters in the photograph of the manner in which the photographs go astray, states that almost all photographs of feminine beauties are supplied up by unscrupulous amateurs, and the post office officials can give no satisfaction by way of these strange disappearances. *Kobe Herald.*

DISAPPEARANCE OF A KOBE MERCHANT.

Rumours have been current for the last two days, says the *Kobe Chronicle* of the 6th instant, respecting the fate of Messrs. Flood & Co., one of the partners in which is alleged to have disappeared, and there now seems to be no doubt that the rumours are correct. It is stated that Mr. James Flood left for Yokohama by the *Doric*, and is believed to have gone on to San Francisco. On some Japanese merchants applying at the office of Messrs. Flood & Co. on Tuesday for payment of goods supplied, they were told that they must wait until Mr. Flood returned. In the afternoon, however, the goods were taken over by the Chartered Bank, to whom the goods it contained are said to be hypothecated, and very great excitement ensued among the Japanese.

According to report, the firm is indebted to Mr. Ikeda, a Kobe merchant, to the extent of some yen 10,000 for camphor, while the Ryoeisha Matting Co. at Okayama has a claim of yen 15,000 against it for matting, and the Hayashima Bussan Kaisha a claim of yen 12,000 for general produce. Besides this, there are claims from other Japanese merchants footing up to a pretty large sum, and the Chartered Bank is said to have advanced a large amount on goods against which it holds the necessary documentary security.

It appears that some trouble is likely to arise over the fact that the goods in which the goods hypothecated to the Bank are stored is rented in the name of a Japanese, and is moreover outside the mixed residence district. We understand that on these grounds the Japanese police claim to interfere with the removal of goods by the Bank which are claimed by Japanese owners, and some curious complications are thereby rendered possible.

THE FUTURE OF THE PHILIPPINES.

The *Globe* correspondent in New York telegraphs—"It has been ascertained that the Cabinet is agreed upon a pro-temo over the whole Philippines group, with the indefinite occupation by United States troops of Manila and its environs, and of several ports throughout the islands."

THIRTY JAPANESE SOLD AS SLAVES.

Thirty young Japanese according to the *Kobe Herald*, recently made their appearance in a certain Pacific port, and told a singular story of having been sold into slavery in October of last year. They were induced at that time, they said, to go to Mexico on the steamer *Kawato* with a man named Tokunobu, Kikuchi, that they would each be paid Yen 350 at the end of five years. Upon arriving at their destination they found to their dismay that matters were very different to what they had been led to suppose for they had to work hard almost day and night and the food supplied to them was of the poorest. They forwarded a complaint to Tokunobu Kikuchi, who had been instrumental in enrolling them, but they learnt to their surprise that he had disappeared. It was then that it became clear to them that they had been sold into slavery, and meanwhile they were told by their master that he bought them all from Kawato for 1,500 yen, and that they were to serve him until their death. Letters have now been received from the men, and their families have consulted the authorities with a view of securing their early return to Japan.

AN EXPERIENCE IN A TYPHOON.

At a Board of Trade inquiry held by R. G. V. Foster, Esq., Acting Consul-General, at H. B. M.'s Consulate at Yokohama, into the circumstances of the death of Henry Jansen, carpenter of the steamer *Courville*, some interesting evidence was given respecting the *Courville's* experiences in the recent typhoon in the China seas. Captain Parsons said that the captain of the *Courville* was washed overboard on the 28th August at 2 a.m. when the ship was 20 miles to the N. E. of Turnabout at the entrance to Formosa Straits. It was blowing a typhoon, with a phenomenal sea running. The after hatches were washed away and the after 'tween decks filled with water, and the stokehold had a lot of water in it so that the steam went down and they could not keep the ship's head in the sea. Deceased was attempting to secure the hatches when they first went adrift; he was on the flying bridge and saw the ship's head, waiting for a chance to get down to the hatches with the others of the crew when he was washed overboard. It was impossible to do anything at the time to save him, the ship being quite unmanageable.

The third officer of the *Courville* deposed that he remembered the night of the 28th August. The carpenter discovered that the No. 2 hatch was breaking adrift and told him of it. He went with the carpenter to get it secured, going along the bridge deck and on to the flying bridge above the hatch. "Four or five of the crew," he continued, "went with me. Deceased was standing beside me and proposed to get a derrick round the hatch before going down to the well deck. While we were doing this an enormous sea swept over us and carried us off our feet. We held on to the rail on the flying bridge and I did not recover myself for two or three minutes. Then I felt around for the carpenter; I could not see on account of the darkness and blinding spray, but I could not find him. I reported to the Captain that I thought he must have been swept overboard. I endorse the evidence of the Captain regarding the weather and the impossibility of launching a boat. I do not consider the service we were engaged in exceptionally dangerous; it was one that frequently occurs at sea in bad weather. I did not think it necessary to make myself fast to the rail by a life line. I am of opinion that it was an unavoidable accident and that no assistance could have been rendered to the deceased."

The chief officer gave similar evidence, and the finding of the Court was to the effect that deceased, Henry Jansen, came to his death by having been swept overboard from the British steamer *Courville* on the 28th August, 1897, during a typhoon, while endeavouring to get a derrick round a hatchway that had broken adrift; and that from the evidence it was clear that any attempt to rescue him, owing to the weather, was out of the question.—*K. Chronicle.*

PETROLEUM IN NETHERLANDS INDIA.

Shares in the Royal Langkat Petroleum Company have lately steadily fallen in value in Holland. The cause is alleged to be a claim on the licensing output from the wells. Figures show that the output reached 89,000 tons in May last. In June, the yield sank to 47,000 tons, and in July, to 32,500 tons. The directors make out that the falling off is temporary, and arises from less work at the refinery owing to repairs and extensions. Speculators for a fall have, however, worked upon suspicions which only full and frank explanations by the directors of the Company can allay. The directors have explained matters in one point by showing that all the wells worked by the company are Langkat are self-flowing. They point out that it is exceptional to bore sprouting wells, especially in America where the raw oil requires to be pumped out. A spouting well is by itself no proof of an overflowing petroleum reservoir underground. It only shows that oil there is under high pressure, and that the accompanying stores of gas are at high tension. It is especially from the first bore, sunk under such circumstances that the oil shoots up high. The greater the number of bore sunk, the lower is the pressure in the oil basin. It is hence nothing surprising that, soon after boring, the Langkat wells became self-flowing, but the force with which the raw oil gushes out is spent after a while. Slackening of flow follows, but this does not by any means point to smaller stores of oil. It only shows that the pressure of the gas has become less. In Langkat, petroleum is secured with pumping. With pumping, the output could be considerably increased without boring fresh wells. It is further alleged that any steady diminution of output can be easily remedied by additional bores.

The disquieting rumours led the Batavia *Mercurius* to make inquiries in Deli. The results were published on the 21st September. These inquiries clearly established the fact that in August the output in Langkat was 700,000 litres (48 litres equal one gallon) less than in July. It is alleged that the oil-wells are drying up at an alarming rate. The Company has secured several oil concessions in the newly opened district of Tamlang, north of Langkat, regarding which high hopes are held out. But boring operations cannot be taken in hand at present, owing to the Netherlands India Government making it a condition that only Netherlands shall be admitted as employees in the service of trading companies there. The American entrepreneurs in the service of the Company are thus of no use. The Company has no others available.

PERSERVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 17th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 13th October, 1898. [1228]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

THE Company's Steamship.

"MURMIDON,"

Captain M. J. M. will be despatched on FRIDAY, the 14th instant, at 2 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1898. [1227]

CHINA NAVIGATION COMPANY, LIMITED.

FOR A OY AND SHANGHAI.

THE Company's Steamship.

"TAIWAN,"

Captain M. J. M. will be despatched on above on SATURDAY, the 15th instant, at 10 A.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1898. [1229]

OCEAN STEAMSHIP COMPANY.

FOR KUDAT AND SANDAKAN.

THE Company's Steamship.

"MEMNON,"

Captain Fullin, will be despatched on MONDAY, the 17th instant, at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th October, 1898

LATE TELEGRAMS.

(From Ceylon Papers.)

LONDON, September 17. The Duke of Cornwall, "the most honourable," combined with the King's interest he has taken in the French army movements has produced an excellent impression in France, and his Royal Highness has been decorated with the Legion of Honour.

M. Zurlinden, the French Minister of War, and M. Tilly, Minister of Public Works, have resigned, and have been replaced by General Chancelier and Senator Godde, the French Cabinet having authorized the convoking of a Commission of Jurists attached to the Ministry of Justice to consider the question of the revision of the Dreyfus case.

The body of the late Empress Elizabeth of Austria was interred to-day next to the tomb of her son, the Archduke Rudolf, in Capuchin Church, Vienna. The funeral procession was an imposing one, many Royalists including the Emperor William attending. The Parliamentary election for Darlington resulted in the return of the Unionist candidate, Mr. Herbert Pike Pease, son of the late member, by a majority of 883 over Mr. Phillips, the Liberal candidate. The voting was as follows:—Pease 3497, Phillips 2809.

September 18th. Reuter telegraphing from Alexandria says nothing is known to confirm the report of the *Morning Post* and *Daily Telegraph* correspondents that the Sultan was intended to occupy Faidah. It is further stated that no instructions were given to Sidar Kitchener between the battle of Omdurman and his departure southwards.

No confirmation has yet been received of the defeat of the Dervishes from Geda.

September 20th. All diplomats at Pekin except the British and German have called upon Li Hung-Chang to condole with him upon his downfall.

September 21st. The Duke of Orleans' Manifesto against the revision of the Dreyfus case is ridiculed in Paris as being both bombastic and unwise. The bill of the Chamber of Deputies, which is the subject of a diverging State secret, has been suddenly adjourned, the military authorities having by claiming Colonel Picquart's arrest on other charges. Colonel Picquart protested against his arrest to the military officials and declared that if he was found guilty he would be a case of suicide.

The Committee appointed to consider the question of the revision of the Dreyfus case has recommended the Department of the Ministry of Justice.

The Powers are discussing the falling frontier property that the six Powers should again combine for the purpose of inducing the Sultan to withdraw the Turkish troops and officials from Crete, which is a fixed point, the Powers undertaking to maintain the Sultan's sovereignty over the island and to protect at Musulmans.

M. Cambon, the French Ambassador at Constantinople, has been appointed Ambassador to London.

The natives of India residing in the Transvaal will shortly be required to remove to locations outside towns, under the recent judgment of the Transvaal High Court.

September 22nd. It appears that General Zurlinden, who was appointed Governor of Paris, on his resignation as Minister of War, instituted the prosecution of Colonel Picquart without consulting General Chancelier or the Cabinet.

Colonel Picquart is now charged with forging certain telegrams addressed to Major Esterhazy for the purpose of implicating him in the prosecution of Captain Dreyfus.

The new phase in this case causes disquietude to Paris.

The Dreyfus case declares that the object is to close the mouth of Colonel Picquart, who is an essential witness for Dreyfus.

Colonel Picquart has been transferred to a military prison.

September 23d. *Le Temps*, in an article on the occupation of Faidah, says the French contention is that Egypt abandoned her suzerainty over that portion of the basin of the Upper Nile which can thus be justly claimed by the first occupant.

Le Temps adds that the question is merely one of conceding a bargain.

September 24th. Maitre Labrid, Colonel Picquart's counsel, has been refused access to his client, who is kept rigidly secret.

The Mousselman prisoners at Candia will be tried by a British Court-martial in Candia.

The Cretan Assembly has made a written declaration to the effect of the disavowal of the Cretans as soon as the Turkish troops leave the island.

September 25th. Public opinion in France now recognizes that the situation here is a point where the Military have been able to find the Civil power, General Zurlinden having ordered the prosecution of Col. Picquart, although the Cabinet, just before his resignation as Minister of War, rejected his proposal to prosecute Col. Picquart.

It is believed President Faure is strongly disposed to the side of the Military. The violence of the tone of the newspapers is increasing.

The Commission of Jurists appointed to consider the question of the revision of the Dreyfus case has been unable to arrive at a conclusion, the members being equally divided for and against.

The Cabinet will, therefore, decide the question on Monday.

The *Times* observes that Baron Curzon's Irish peerage will enable him to return to the House of Commons after his term of office in India, but in the meanwhile he will be succeeded in the Secretaryship.

Reuter's Paris correspondent states that the four Powers will send to the Sultan an ultimatum next week, demanding compliance with their project for the settlement of the Cretan question, otherwise the measures on which the Powers have already agreed will be taken to enforce acceptance of the Powers not hesitating to send their fleets to the Dardanelles.

An official telegram announces that General Sir Herbert Kitchener, whilst proceeding to Faidah, sank the Dervish steamer *Sofia*.

TWO MARVELS IN JAPAN.

May an American, who has spent twenty seven years in Japan and who loves it as his own country, frankly state the two things which have made the deepest impression upon his mind?

The first is the wonderful way in which Japan has changed in almost all the external of civilization during the few years since she awoke from her sleep of centuries. Old Japan has become new Japan. The government has sent one embassy after another of her wise statesmen to examine all the civilized nations of the world. In education, in law, in medicine, in banking, in machinery, and in all the sciences, the best which could be found in the world has been adopted and put in practice with a rapidity and thoroughness which has astonished the world. This is the more surprising because Japan is the only nation to the East which has taken this course. All the others are in a permanent or moribund condition.

But there is one other surprising fact. Although Japan has thus received the world for all that is best in the external of civilization, examining the constitutions of many other countries before promulgating her own, adopting the best to be found among the nations of America and Europe in her educational system, in her laws and customs, in her post office and banks, in her railroads and telegraphs, etc., etc.; yet she has never sent one embassy to look into the moral systems of the most advanced nations. No change has been made in the moral system taught in Japan and apparently no thought has been given to it. The same system of morality is being taught which was taught thirty, yes, three hundred years ago. Since 1853, it is impossible for any one to receive permission to practice medicine unless he has mastered western medical science. The "Kampō" system with reference to the body is forbidden, but with reference to the treatment of that which is of infinitely more value than the body, namely, heart culture, the old "Kampō" system is still in practice, the same which is in use in China to-day. This is the more marvellous because this system of morals has so signally failed in China, the land of its birth, and because it is so rapidly adopted to meet the needs of new Japan. The world is watching and wondering when Japan will awake, search for, and adopt, the best in the external as well as in the external of civilization.—*Kokumin Shimshu.*

THE GERMAN MAIL.

NEW CONTRACT ARRANGEMENTS. A contract has been made with the North-German Lloyd of Bremen, according to which this Company is to sustain the following mail steamship connections for a period of 15 years, beginning January 1st, 1899: (1) for the traffic with Eastern Asia, a main line from Bremerhaven or Hamburg to China, touching a harbor in Belgium or the Netherlands, Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hongkong to Yokohama, and back over Hogo, Nagasaki, Hongkong and the harbor touched on the way out; a branch line with the second main line from Hongkong to Shanghai, and back; and a branch line from Singapore to China, touching a harbor in Belgium or the Netherlands, Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hongkong to Yokohama, and back over Hogo, Nagasaki, Hongkong and the harbor touched on the way out; a branch line with the second main line from Hongkong to Shanghai, and back; and a branch line from Singapore to China, touching a harbor in Belgium or the Netherlands, Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hongkong to Yokohama, and back over Hogo, Nagasaki, Hongkong and the harbor touched on the way out.

HANCHONG.

TYPHUS.

25th August. This fever has been raging all spring and summer throughout this part of the country and hundreds of natives have died. I was taken ill with it in Sachuen when on a journey and carried home in a chair, nine days journey, seven of which I was unconscious, all this time having only a native with me. Natives have been dying all around us.

INUNDATIONS. We have just had a tremendous rain here, the country has been flooded, the roads all broken, so that it was impossible to travel for about three weeks. Some places have had a gular land slides, the whole side of the mountain slipping down. Leoyangshan, a city on the border of Kanuh and Shensi is reported to be completely destroyed. The water rose in the night quite suddenly flooding the whole city, even at the Yamen, which is on a hill, the water rose last night on the roof. The Official said escaped with his life, and his wife and only son were saved. He and his wife were on the roof for more than a day and night during which time they saw no one until a boat came and rescued them. All in the Yamen are said to have been drowned but the official, his wife and the Yamen door keeper. One thousand persons are said to have been drowned in the city. This report is said to have been sent to the Yamen here. Many small places have been destroyed. At Kanuh, the water was up on the streets, under water, the people being up almost to their shoulders in water on the streets, but no damage was done.

Two ferry boats were upset trying to cross the river and a number of people drowned; many fields of grain are destroyed, especially in the mountains. In places huge rocks, tons in weight, came rolling down from the mountains. The roads are now being repaired, and everything is getting back to the ordinary course.

UNBURNING. There is quite a little uneasiness even in the country places about Kanchow being handed over to the Germans and Port Arthur to the Russians. I think, almost every Chinaman knows of it, and all sorts of questions are asked as to the outcome of the way places.

Also a good deal of excitement was aroused by the raising of money said to pay off the national debt. Pachao district is said to have raised about Tls. 13,000 and they have been collecting here but I have not heard the sum.—*Mercury Cor.*

HONGKONG FOOTBALL CLUB.

The six-a-side competition, for which six teams have entered, will start to-morrow and will be played right through before the regular season commences. The teams are as follows:

H. F. Moberley (capt.) F. O. Davies, R.A. (capt.)
H. C. Kenyon H. C. Kenyon
H. C. Kenyon H. C. Kenyon
H. C. Kenyon H. C. Kenyon
H. C. Kenyon H. C. Kenyon
H. C. Kenyon H. C. Kenyon

The following are the dates fixed for the matches, which will be played on two grounds, beginning not later than 5 p.m.

Oct. 14, Moberley v. Mackay.
Oct. 18, Moberley v. Davies; Leithbridge v. Looker.

Oct. 20, Mackay v. Leithbridge; Noble v. Davies.

Oct. 24, Looker v. Noble; Moberley v. Leithbridge.

Oct. 25, Davies v. Mackay.

Oct. 26, Moberley v. Noble.

Oct. 27, Looker v. Davies.

Oct. 28, Leithbridge v. Mackay.

Oct. 31, Looker v. Moberley; Leithbridge v. Noble.

Wed. Nov. 2nd, Noble v. Mackay.

Thurs. 3rd, Leithbridge v. Davies.

Mon. Oct. 24, Looker v. Noble; Moberley v. Leithbridge.

Tues. Oct. 25, Davies v. Mackay.

Wed. Oct. 26, Moberley v. Noble.

Thurs. Oct. 27, Looker v. Davies.

Fri. Oct. 28, Leithbridge v. Mackay.

Mon. Oct. 31, Looker v. Moberley; Leithbridge v. Noble.

Wed. Nov. 2nd, Noble v. Mackay.

Thurs. 3rd, Leithbridge v. Davies.

Mon. Oct. 24, Looker v. Noble; Moberley v. Leithbridge.

Tues. Oct. 25, Davies v. Mackay.

THE STANDING OF JAPANESE IN JAVA.

NOT A D A.

CALENDAR.

OCTOBER.

Meteorological means based on ten years' observations to 1898.

Barometer.....23.818

Thermometer.....80.1

Humidity.....77

Rainfall.....8.58

TO-DAY.

Barometer.....00.00

Thermometer.....00

Humidity.....00

Rainfall.....00

TO-DAY.

Thurs., 13th October, 1898.

Chinese—25th of 8th moon of 8th year of Kwong-shi.

Moon—in Equator 9hr. a.m.

High water—Morning.....Thur. 4.45hr.

Afternoon.....Thur. 4.45hr.

Low water—Morning.....Thur. 10.15hr.

Afternoon.....Thur. 10.15hr.

ANNIVERSARIES.

1815—Marat shot.

1841—Ningpo occupied by British forces.

1841—Canton Mills disbanded.

1860—Destructive typhoon in Hongkong.

1860—Pekin taken by the British forces.

1873—Railway in Japan officially opened by the Emperor.

1878—Theatre at Manila totally destroyed by fire.

1891—Norwegian brig *Arve* wrecked on Newchwang bar.

1896—Final peace conference with the Matabele chiefs.

TO-MORROW.

Friday, 14th October, 1898.

Chinese—26th of 8th moon of 8th year of Kwong-shi.

High water—Morning.....Thur. 5.55hr.

Afternoon.....Thur. 5.55hr.

Low water—Morning.....Thur. 11.15hr.

Afternoon.....Thur. 11.15hr.

ANNIVERSARIES.

1665—Battle of Marston.

1859—*Flora Temple* lost in the China Sea, with upwards of 800 on board.

1865—Outrage on foreigners in Formosa.

1887—German ship *Lutetia* sunk by steamer *Mitaphidia* whilst on voyage from Amoy to Newchwang, two persons drowned.

1893—Typhoon at Mei and Straits of Shimonoseki, heavy in a.m.

1896—Extradition of Patrick Tysan released by the French Government.

SHIPPING AND MAIL NEWS.

MAILED TO-DAY.

Indian (*Catherine Ahear*) to-morrow.American (*Coptic*) 15th inst.Australian (*Australian*) 15th inst.German (*Sachsen*) 15th inst.American (*City of Peking*) 30th inst.We are informed by the agents (Messrs. Jardine, Matheson & Co.) that the steamer *Glinarney* from London and Straits, left Singapore for this port this morning.The Agents (Messrs. Gibb, Livingston & Co.) inform us that the "Ben" line steamer *Bowditch* from London, left Singapore on 11th inst. for this port.The Nippon Yusen Kaisha's steamer *Kawachi Maru* (Europe Line) left Singapore for this port to-day and is expected to arrive here on the morning of 18th inst.The Imperial German Mail liner *Sachsen* carrying the German Mails with dates from Berlin of the 19th inst. has left Singapore to-day Thursday at 10 a.m. and may be expected here on or about Tuesday the 18th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isidoro Poni.....at Kowloon Dock.

Ningchow....." " "

Pronia....." " "

Formosa....." " "

Hongkong....." " "

Windsor Castle....." " "

Aguet....." " "

Monmouthshire....." " "

Empress of China....." " "

H.M.S. Plover....." " "

Kutsum....." " "

Tatsumi.....Cosmopolitan.

Rosita....." " "

PASSED THE CANAL.

OUTWARD—Sept. 13; *Shanti*, Sept. 16;*Pyrrhus*, Mangon, Sept. 20; *Hyon Glen*,*Benavitch*, *Fallodon*, *Hall*, *St. Olberg*, Sept. 23; *Puritan*, Sept. 27th;*Marlborough*, *Lanzon*, *Savola*, Sept. 30th;*Caylon*, *Marquis Baguham*, *Edwards*, Oct. 4th;*Benavitch*, *Quanton*, *Orville*, *Glinarney*, Oct. 7th;*Volunt*, *Stam*.HONGKONG—Oct. 7th; *Premier*, *Salapia*, *Premier*.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, Aust. "Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years I find no great pleasure in the fact that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Waihs & Co., Hongkong.—[Advt.]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "BENALDER."

FROM LEITH, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underland on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th October, 1898. [S-W 1203]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be marked out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Italy, ex S.S. *Thames*.
From Madras, ex S.S. *Laipora*.
From Persian Gulf, ex S.S. *Kilma*, *Assyria* and *Simla*.
From Malabar Coast, ex S.S. *Nurath*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 14th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.
Hongkong, 8th October, 1898. [S-W 5]

Hotels.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN

AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS

TARIFF:—

BREAKFAST.....\$ 0.55

DINNER.....1.00

3 MEALS DAILY (Monthly Rate).....40.00

1 TIPPIN.....15.00

1 DINN.....20.00

TIPPIN & DINNER.....30.00

BREAKFAST & TIPPIN.....25.00

BREAKFAST & DINNER.....28.00

BEST OF VIANDS SERVED IN THE

BEST OF STYLES.

J. E. GOODCHILD, Manager.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to 4th Floor, in charge of experienced Attendant.
Favourable Accommodation made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

To be Let.

TO LET FURNISHED.

BITION, PLANTATION ROAD GAP.

MOUNT BOOTH, at present occupied by M. H. P. MEYRINK with possession on 1st of November.

For further Particulars, apply to WM. MEYRINK & Co., Hongkong, 12th October, 1898. [1225]

TO LET.

"BELVEDERE"—4 Rooms, Bungalow.

Venice Road—to be let, furnished for 6 months from 17th September.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road [now in course of erection.]

PROPERTY now occupied by the Bowington Saw Mills.

FLOORS IN STAUNTON AND ELGIN STREETS.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd., Hongkong, 9th September, 1898. [12]

Intimations.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY GENERAL MEETING of Shareholders will be held at the OFFICES of the Underland at 12 o'clock (NOON), on WEDNESDAY the 19th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & Co., General Agents.
CANTON INSURANCE OFFICE LIMITED, Hongkong 16th September, 1898. [1157]</

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	Kobe and YOKOHAMA	Wednesday, 19th October, at 4 P.M.
OMI MARU C. Young	NAGASAKI, KOBE & YOKOHAMA	Monday, 24th October, at 4 P.M.
KAOOSHIMA MARU R. Nosome	Kobe and YOKOHAMA	Friday, 28th October, at 4 P.M.
YAMASHIRO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Thursday, 27th October, at 4 P.M.
KANAGAWA MARU J. MacKenzie	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG (Colombo) and FORT SAID	Thursday, 27th October, at 4 P.M.
KINSHU MARU F. J. Brown	SEATTLE, WASH. U.S.A., via KOBE and YOKOHAMA	Saturday, 5th November, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 13th October, 1898.

Dr. KNORR'S
ANTI-PYRINE

patented
"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

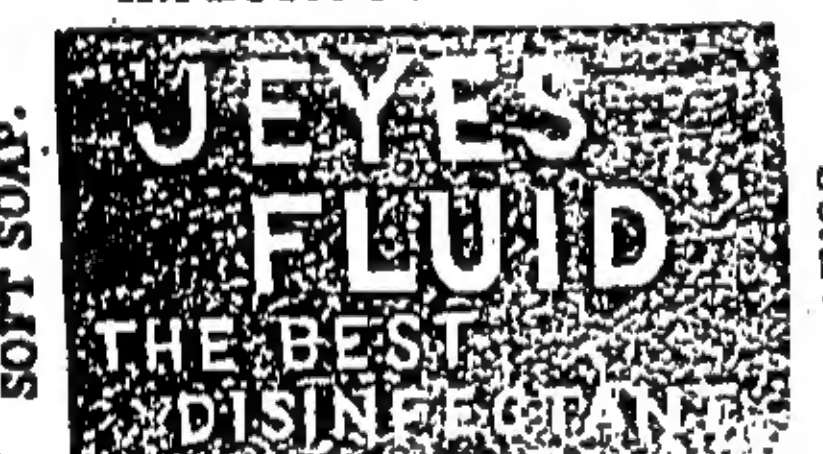
CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S
MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an analgesic.
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."
The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.
Sole Manufacturers: FARMWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST a. M.
Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & CO.
10, Praya Central, Hongkong.

DUMINY & CO.
CHAMPAGNE
EXTRA DRY

Carte D'Or
Sec.
Billery
Demi Sec.
Carte Blanche
Chateau de
Charmlores
Apply to
Messrs. DODWELL, CARLILL & CO.,
HONGKONG.
M. OPPENHEIMER & Co., Paris.

THE LEADING CATERERS.
COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897.

CHS. J. GAUFF & CO.,
CHRONOMETER, WATCH, and CLOVE
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches—
awarded the highest Prizes at every Exhibition.
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and STERGLASSES.
Nos. 54 & 56, Queen's Road Central.

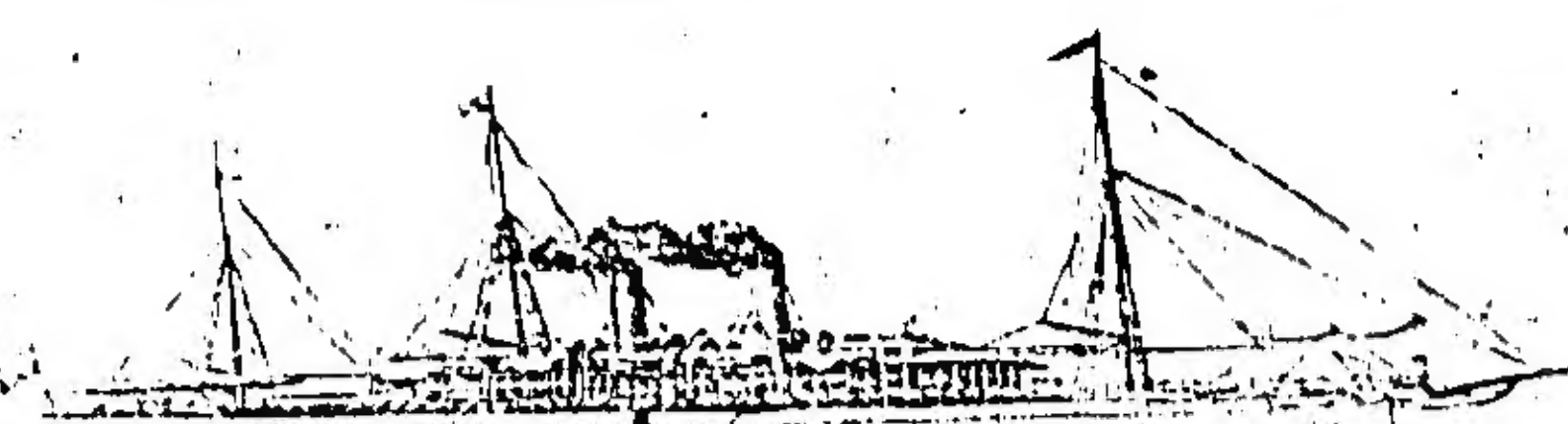
SIENTING,
SURGEON DENTIST,
No. 10, D'ARLIER STREET.
TERMS VERY MODERATE.
Commitment free.
Hongkong, 27th September, 1897.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 8, Queen's Road Central.
Hongkong, 24th September, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1898.
EMPRESS OF INDIA...Comdr. O.P. Marshall, R.N.R...WEDNESDAY, 23rd Nov., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. K. BROWN, General Agent,
Paddy's Street.

Hongkong, 28th September, 1898.

Shipping.
STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship

"TIALES,"
Captain Balthers, will be despatched for the above Ports, TO-SWATOW, the 14th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.
Hongkong, 13th October, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"KUTSANG,"
Captain Bradley, will be despatched as above on SATURDAY, the 15th instant, at 2 P.M.
For Freight or Passage, apply to
J. A. R. MATHESON & Co.,
General Managers.
Hongkong, 13th October, 1898.

FOR KOBE AND YOKOHAMA.
THE Company's Steamship

"NIPPON MARU,"
Captain Bradley, will be despatched for the above Ports on SATURDAY, the 15th instant, at 5 P.M.
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th October, 1898.

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, VIA SUEZ CANAL.

"MACDUFF,"
will be despatched as above on SATURDAY, the 15th instant, at 10 A.M.
S.S. "CHAZER" about 30th Oct., 1898.
S.S. "BRAEMAR" " " 23rd Nov., 1898.
S.S. "ENERGIA" " " 20th Dec., 1898.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 6th October, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"SUNGKANG,"
Captain Rendle, will be despatched as above on MONDAY, the 17th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th October, 1898.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

"MENECLAUS,"
Captain T. Well, will be despatched as above on TUESDAY, the 18th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th October, 1898.

FOR NEW YORK, VIA SUEZ CANAL.

"JOHN SANDERSON,"
Captain Smith will be despatched as above on or about the 20th instant.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 8th October, 1898.

SAILING VESSEL.

FOR NEW YORK.
THE 33 L.I.I. American Bark
"ADOLPH OBRIG,"
Captain Ambury, is ready to take cargo for above port and will have quick dispatch.
For Freight, apply to
J. H. M. KARBURG & Co.,
Hongkong, 6th September, 1898.

Shipping.

NORTH
GERMAN LLOYD.
(Freight Service.)HAMBURG
AMERICA LINE.
(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA	LONDON, HAMBURG & ANTWERP...	About 17th Oct. 4 P.M.
Meyerdierck	HAVRE AND HAMBURG	About 2nd October.
NURNBERG	LONDON, HAMBURG & ANTWERP.	About 4th November.
von Blum	HAVRE & HAMBURG	About 9th November.
ANDALUSIA	LONDON, HAMBURG & ANTWERP.	About 9th November.
Schroeder	HAVRE & HAMBURG	About 9th November.
*BABELSBERG	HAVRE & HAMBURG	About 9th November.

Hongkong, 13th October, 1898.

Mails.

NORTHERN PACIFIC
STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.PROPOSED SAILINGS FROM
HONGKONG.FOR VICTORIA, B.C., AND TACOMA.
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

Olympia... 1208 | T. H. Dobson... Oct. 22
Glenora... 1750 | J. McGilvray... Nov. 1
Victoria... 1167 | J. Truebridge... Dec. 6
Tacoma... 1153 | A. Dixon... Dec. 10

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION
COMPANY.

Mormouthshire... 1374 | W. A. Evans... Oct. 29
Columbia... 1205 | A. Gow... Nov. 26
Tacoma... 1377 | Williamson... Dec. 24
Mormouthshire... 1374 | W. A. Evans... Jan. 21

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESSE carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.
Rates of Passage to other Ports on application.
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 10th October, 1898.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG.
PORTS IN THE LEVANT,
BLACK SEA AND "BALTIC PORTS":
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
Sachsen... Wednesday | 9th Nov.
Bayern... Wednesday | 7th Dec.
Prima... Wednesday | 4th Jan.
Frisia... Wednesday | 1st Feb.
Sachsen... Wednesday | 1st March.

ON WEDNESDAY, the 9th day of Nov., 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Sappner, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 7th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 8th Nov., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 8th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 12th October, 1898.

MEL CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, 11
HUTCHINSON ROAD.

I S now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICES
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September, 1898.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AND
AMERICAN PORTS.)

THE Steamship
"COROMANDEL,"
Captain F. N. Tildard, carrying Her Majesty's
Mails, will be despatched from this for STRAITS
and BOMBAY, on SATURDAY, the 15th
instant, at Noon taking Passengers and Cargo
for the above Ports.

Silkland Valuables, all Cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other Cargo
for London, &c., will be covered via Bombay.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.
For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 3rd October, 1898.

U. S. MAIL LINE.

PACIFIC MAIL STEAM-
SHIP COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Shantung (via Naga-
saki, Kobe & Yoko-
hama) ... Saturday, 15th Oct.,
at Daylight.
(For Cargo only.)
City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) ... Tuesday, 8th Nov.,
at Noon.
China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu) ... Tuesday, 29th Nov.,
at Noon.

THE U. S. Mail Chartered Steamship.

"SHANTUNG,"
will be despatched for SAN FRANCISCO, via
NAGASAKI, KOBE and YOKOHAMA, on
SUNDAY, the 16th instant, at Daylight,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNITED PACIFIC, DENVER and RIO
GRANDE, and the CANADIAN PACIFIC RAIL-
WAY, on payment of £4 in addition to the
regular tariff rate.

Passengers holding ORDERS FOR OVERLAND
CITIES in the United States have, between
SAN FRANCISCO and CHICAGO, the option
of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and
RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the
choice of direct line.

Particulars of the various routes can be
had on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central, and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day.
All Parcel Packages should be marked to add-
dress in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company
No. 7, Praya Central.

I. S. VAN BUREN, Agent.
Hongkong, 6th October, 1898.

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